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The Daily Press.

HONGKONG, JULY 15TH, 1912.

Among the mass of reforms that call for accomplishment before China, even as a democratic Republic, can claim to have approached the levels of modern civilization there is none more urgent than that of the standardization of the currency, though it may be added that there are few questions presenting more difficulty. The present situation can be dismissed in a few words, for it has been described scores of times before. There are at least six units of currency in China—the tael, dollar, 20-cent piece, 10-cent piece, copper cent, and cash—with no fixed or definite relationship between them. As though this was not enough, the coins or units vary in value in almost every town, and the dollars or small silver of one province are useless in the next. The wide variations in the tael are sometimes picturesquely illustrated by saying that a traveller who started with a certain sum of money and exchanged it at every town into the tael recognized there would find the whole sum vanished after he had crossed three provinces. A mathematical purist would probably be able to detect a fallacy in this, but the main idea is none the less true, though expressed in an exaggerated form. Then, too, there are the complications of clean and chopped dollars, thick and thin cash, Chinese cash and American cash as well as the absolutely

tangle it is hard to imagine, and the difficulties in commercial transactions for which it is responsible are self-evident. There is, however, a more important side of the question than this, and one that makes it essential that this mess should be, in some way or other, cleared up if the reform movement is to succeed. If there is one thing more than another that the reform movement must accomplish if it is to justify its name, it is the abolition of speculation and corruption, but it is quite certain that one of the most fruitful sources of speculation is this currency tangle; and the lack of any definite standard not only facilitates, but actually invites to, the making of personal profits by manipulators by juggling with exchange. To take one typical example: When the land-tax of the Empire was assessed at the beginning of the Manchu dynasty, the tael was worth 1,000 cash, and this is always to be taken as the standard for this purpose. Now, however, the tael will usually realize about 1,700 or more cash, so by converting cash assessment into taels at 1,000, and then reconverting into cash at 1,700, there is quite a respectable profit to be made, and if a further double transfer be made between the local tael and the K'eping or Treasury tael it is not at all difficult for the local official to possess himself of a sum equal to the total assessment. This sort of thing must continue until China has some definite standard currency: this state of affairs is fatal to any real reform of the local administration which is really the essential part of Chinese government. The tael is useless as a standard: it is not a coin, but a unit of weight, and consequently any attempt to fix the tael would make confusion worse confounded in what is by courtesy known as China's system of weights and measures. The tael, as a unit of currency, must go, and be replaced by the less variable, more convenient, and more easily standardized dollar. There must be but one dollar for the whole country, which will mean, in the first place, that the Provincial Mints must no longer issue distinct coins of their own but must strike coins in no way distinguishable from those made at the capital; and, in the second place, that after a generous time-limit, Mexican dollars, Japanese yen, French piastres, American pesos, and so forth, will no longer be valid tender. A small quantity of the new coinage should be issued at first, so as to familiarize the design and to serve as a standard; care should be taken that the coins emanating from the various mints are absolutely identical. All taels should then be assessed, and fixed, on the basis of the new Republican dollar, and payment should be made on the same basis. At first there would be none of the new dollars available for this purpose, so the various kinds previously in use would be accepted, temporarily, weight for weight against the new. These old dollars, after being paid in, should never be paid out again, but speedily remitted; and at the same time the importation of uncoined specie should be encouraged. The natural result would be that, when the time-limit was reached, all the Mexican, Japanese and other kinds of dollars would have fallen out of use, and the Republican dollar would reign supreme. It is important to remember that this is far more than a question of currency reform—it is a question affecting the purity or corruption of the civil administration. It would be well, too, to point out the causes that have operated against any sincere effort in this direction in the past. With the Provincial Mints all issuing their own coins, and looking to make a profit out of the business, the temptation to debase the coins was well-nigh irresistible, so the various foreign coinages, and the theoretical tael, were necessary to serve as a check on this tendency. Even the Treasury Mint was not above suspicion, and the lesson for the New China is that if it would ensure the adoption of a uniform coinage, and so assist towards the purification of the civil administration, it can do so only by rigidly observing a fixed and unalterable standard itself, and sternly resisting temptation to make a temporary and fictitious profit by debasing the currency. Here, perhaps, is another direction in which foreign supervision would be a real blessing to China by saving her from her own weakness.

An American named Richard Hostey has been reported missing from the Grand Carlton Hotel.

The man charged with being in possession of \$3,000 worth of morphine was at the Magistracy on Saturday fined \$150.

A fine of \$500 was imposed on a Chinese at the Magistracy on Saturday for being in possession of lottery tickets.

The next Gymkhana, the fourth for the season, has been fixed to take place on Saturday, 17th August.

It is announced in the *Government Gazette* that His Majesty the King has been pleased to approve that the Hong-kong Observatory shall in future be styled "The Royal Observatory, Hong-kong."

The occupants of No. 34, Lower Lascar Row have reported that their house is in so dangerous a condition that they have had to remove from it. The Public Works Department have taken precautionary measures.

The friends of Mr. M. E. Asger, who left Hongkong for America in 1909 to take up a dental course, will be glad to hear that he has successfully passed his final Examination for the degree of Doctor of Dental Surgery of the State University of Illinois, Chicago.

FATAL BURNING ACCIDENT.

A rather unusual accident occurred at the Cotton Mill, Causeway Bay, at 4.30 p.m. on Saturday, as a result of which three men were admitted to hospital suffering from serious injuries, one man afterwards succumbing. It appears that three coolies were working in the dust flue, into which the cotton waste material is driven by forced draught, and one of them accidentally dropped a lighted lamp. The sudden ignition of the cotton dust followed, which started a fire, the flames enveloping the three men. Though the Fire Brigade promptly turned out, their services were not required, the mill appliances being sufficient to cope with the fire.

LOCAL SPORT.

LAWN BOWLS.

KOWLOON & TAIKOO.

This match, ending in a win for Kowloon, put an end to Taikoo's hopes of challenging the position of the Police in the League competition. Scores:—

KOWLOON.	TAIKOO.
W. Taylor	R. Pirrie
D. Cooper	P. Farrell
A. Ramsay	H. Dinnen
S. Gray	J. Ferguson
(skip)	(skip)
20	18
J. Allan	W. Dornington
R. Hunter	A. Weir
G. Haxton	A. Currie
G. Edwards	W. Witherspoon
(skip)	(skip)
22	27
R. Hall	T. Greenshaw
C. Alexander	H. Harron
W. Russell	A. Hamilton
J. Henderson	T. Scott
(skip)	(skip)
22	16
64	61

CIVIL SERVICE & POLICE.

This match as expected resulted in a win for the Police by 12 points, each of the three visiting rinks being up.

POLICE.	CIVIL SERVICE.
Grant	Marsh
Gourlay	Kelly
Withers	Fisher
Pitt	Fincher
(skip)	(skip)
23	15
Gerrard	Duncan
Fenton	McKay
McLennan	Wheal
McHardy	Irving
(skip)	(skip)
20	17
Clark	Dawson
Spillet	Higby
Stuart	Bond
Cameron	Thornhill
(skip)	(skip)
14	13
57	45

In the brief telegraphic account of the Henley carnival and the re-appearance of the State barge in which Their Majesties were rowed, which appeared in the telegraphic news last week, little was said about the Royal Barge. The barge has only once been used by the Sovereign in recent years, on the occasion of the visit of King Edward and Queen Alexandra to Henley. The craft was built by William III. for his consort Mary from the designs of a Dutch naval architect, and with its huge richly gilt canopy and massive ornamentations presents a striking contrast to the trim motor boats of the twentieth century. The eight bargemen who pulled at the oars wore their quaint watermen's costumes, scarlet coats with flounces, knee breeches, scarlet stockings, and black shoes with buckles—not by any means an ideal dress for propelling a heavy barge on a hot summer's day. The King's bargemaster, popularly and affectionately known on the Thames as "Bill" East, and an ex-champion sculler, who piloted the old vessel, has a particularly gorgeous uniform of scarlet and gold, and as a further sign of his rank he wears an

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE DOCKERS STRIKE.

LONDON, July 13th.

Mr. Asquith had a private conference with Lord Devonport, the President of the Port of London Authority, on the strike situation.

THE BRITISH INSURANCE ACT.

LONDON, July 14th.

Mr. Lloyd George addressed a great meeting in Kensington Theatre on the Insurance Act. He received a great ovation. As Mr. Lloyd George was entering the stage door his hat was hit by a youth who exclaimed: "I've done what I wanted—laid him out." The Chancellor of the Exchequer was not affected, and smiled. In his speech he said that he did not pretend that this was the Millennium, but the Insurance Act had brought it nearer. He was not afraid of passive resistance. If the Tories persuaded their friends to break the law they would soon have a splendid non-contributory scheme. (Applause.) There were at present 9,500,000 members of approved societies. (Cheers.)

THE STRANDED "PERSIA."

LONDON, July 13th.

The P. & O. steamer *Persia* went ashore during fog.

Only the passengers for Marseilles have been landed.

The weather is calm, and the vessel was still fast at 11 o'clock on Friday morning.

The *Times* correspondent at Marseilles telegraphs that the *Persia* is discharging cargo and that all the passengers have been landed.

The French cruiser *Jules Ferry* has gone to the assistance of the *Persia*.

CELEBRATING "THE TWELFTH."

LONDON, July 13th.

Ulster Orangemen are celebrating "the Twelfth." Sixty thousand marched from Belfast to White Abbey, despite a down-pour of rain, and enthusiastically passed a resolution against Home Rule.

Mr. F. E. Smith, addressing Ulstermen, declared that the bargain over Home Rule was corrupt and abominable. If he were an Ulster Protestant he would sooner be ruled by the Sultan of Turkey than by Mr. Devlin.

THE BRITISH FRANCHISE BILL.

LONDON, July 13th.

The Franchise Bill passed its second reading in the House of Commons. The Opposition amendment, proposed by Mr. Pretyman was rejected by 200 votes to 218.

Mr. Asquith, replying to Mr. Balfour's criticisms of the Government's attitude on the question of female suffrage, dismissed as altogether improbable the hypothesis that the House was likely to reverse its previous rejection of the principle.

BRITISH TRADE PROSPECTS.

LONDON, July 13th.

The Right Hon. Mr. Lloyd George, Chancellor of the Exchequer, in the course of a speech at the Bankers' dinner, dwelt at the outset on the unequalled prosperity of trade, which was based on sound and healthy circumstances and was therefore likely to endure. Experts had informed him that the trade barometer was "set fair" here and abroad. The vitality and soundness of our trade was such that his anticipations of injury by the coal strike were not realised. The temporary injury caused was overcome, and it was not anticipated that there would be any further overpowering labour trouble.

BRITISH NORTH BORNEO.

LONDON, July 13th.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE EUROPEAN SITUATION.

SPEECH BY MR. LLOYD GEORGE.

LONDON, July 13th.

Mr. Lloyd George, Chancellor of the Exchequer, speaking at the Mansion House, said he believed that the international situation was never better. An era of goodwill had begun, and there was nothing in the foreign outlook to create uneasiness. When he addressed a similar gathering in 1911 the outlook was anxious, and he was glad that the disturbing element in foreign relations caused by the Morocco question had been settled satisfactorily to all, leaving nothing to raple. There was a growing desire among the nations to be on good terms, which must promote confidence and enterprise, which were essential to commercial prosperity here and in every other land.

A BANKER'S WARNING.

Mr. A. C. Cole, Governor of the Bank of England, said the feeling of insecurity concerning the future of home investments continued. It was impossible to injure one portion of the community without the rest suffering. The brewing and landed interests had in recent years been subjected to special taxation, and yet they were not hit alone. The largest depreciation in the securities of the Birbeck Bank was the brewery investments, namely, £400,000. A catastrophe in the North of England owing to similar depreciation was averted with difficulty last August. The depreciation in Consols demands the serious attention of the Government. It was the payment of death duties totalling £120,000,000 in six years that forced down the gilt-edged securities. He concluded by stating that the general trade outlook was good.

ALLEGED SUFFRAGETTE OUTRAGES.

LONDON, July 13th.

Matches and rags soaked in oil and chemicals were found in pillar boxes in Liverpool. It is believed that this is the work of suffragists.

The *Daily Express* states that the Home Secretary, Mr. McKenna, found a vessel containing explosives in his room at the Home Office yesterday morning. This is also attributed to suffragists.

Mr. McKenna denies that there were any explosives found in his room.

It appears that the dark powder found in the Home Office was harmless. The police are of the opinion that it was placed there as a joke.

The night watchman discovered two well-dressed women near Mr. Harcourt's mansion at Nuneham. One was arrested. She had methylated spirits and some tow.

EMPIRE DEFENCE.

LONDON, July 13th.

The Canadian Ministers had another conference with the Defence Committee. The progress made is described as satisfactory.

Their Majesties entertained Mr. Borden and the Canadian Ministers to luncheon at Buckingham Palace. The gathering included Mr. Asquith and other Ministers and Lord Strathcona.

PANAMA CANAL TOLLS.

LONDON, July 13th.

Router's correspondent at Washington telegraphs that Secretary Knox has communicated to the Senate Great Britain's formulated objections to the preference to be given to American ships with respect to the Panama Canal toll. Whether refunds are made or not it is contrary to the letter and spirit of the Treaty.

A Washington message states that the Senate by 40 votes to 34 has decided to make the Panama Canal Bill "unfinished business." This is tantamount to a refusal of Great Britain's request to defer the Bill for further consideration pending

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE RISING IN PORTUGAL.

LONDON, July 13th.

A message from Lisbon states that a band of Royalists appeared at Delas, twelve miles from Lisbon, and cut the telegraphs. Many were arrested, and quantities of weapons and munitions were seized.

ATROCITIES IN BRAZIL.

LONDON, July 14th.

A Blue Book has been published giving the report of Sir Roger Casement, British Consul-General at Rio de Janeiro. He states that the most barbarous cruelties are inflicted on natives of the British West Indies who are engaged in collecting rubber para. He alleges wholesale flogging with tapir hide thongs, including women and children, cutting off of ears, arms, and legs, pouring kerosene on and then burning men and women, and other unthinkable atrocities.

FRANCE AND JAPAN.

LONDON, July 13th.

Mr. Ishii, the new Japanese Ambassador to Paris, in his speech when he presented his credentials to President Fallières, recalled the important rôle which France had played in the development of Japan, and commented on the resemblance in the essentially chivalrous character of the two peoples, which conduced to good relations.

President Fallières replied, stating that France was keenly interested in Japan and in the steady growth of her importance. He was convinced that the happy relations between the two countries would be more closely cemented.

THE OLYMPIC GAMES.

ATHLETIC EVENTS.

LONDON, July 13th.

In the final of the running broad jump, Gutterson (America) was first, covering 7.00 metres.

The final of the 110 metres hurdles was won by Kelly (America), whose time was 16.10 seconds.

In the 3,000 metres team race the result was:—1, America; 2, Sweden; 3, Great Britain. America won easily.

A Belgian won the "epee individual" competition.

In the 400 metres race the result was:—1, Reidpath (America); 2, Braun (Germany); 3, Lindburg (America). Reidpath just won by inches. His time was 48.2-10 seconds a record for a race run between strings.

SWIMMING EVENTS.

In the preliminary rounds of the 400 metres swimming competition, free style, Hodgson, of Canada, made a world's record, doing the distance in 5 mins. 25.25 secs.

In the final of the 100 metres, back stroke, Hebner (America) won in 1 min. 21.5 secs.

In the water polo competition final England beat Austria by 8 goals to nil.

BISLEY SHOOTING.

LONDON, July 13th.

In the shooting for the Elcho Shield the scores were:—

England	1,687
Scotland	1,634
Ireland	1,631

In the King's Norton Competition Mortimer, of Canada, and Henry, of Ulster, using Ross rifles, both scored 73 out of a possible 75. This is a world's record for the 1,200 yards distance.

HOME CRICKET.

LONDON, July 13th.

Sussex beat Gloucestershire at Brighton by an innings and 46 runs.

Worcestershire beat Leicestershire at Leicester by 40 runs.

Yorkshire beat Kent at Tunbridge Wells by an innings and 46 runs.

The Lancashire v. Surrey match at Manchester ended in a draw.

The match between Australians and

TELEGRAMS

[THROUGH REUTER'S AGENCY.]

SIR PATRICK MANSON TO RETIRE.

London, July 13th.

Sir Patrick Manson will retire on August 15th from the position of Medical Adviser to the Colonial Office, and will be succeeded by Sir Rose Brimford.

Sir Patrick Manson has been awarded the Grand Cross of St. Michael and St. George in recognition of his services in connection with tropical disease.

THE RIGHT OF THE MAJORITY.

London, July 14th.

A Committee for the Defence of Universal Suffrage has been organised by MM. Coubes and Clemenceau. It has issued a manifesto denouncing proportional representation, and declares that henceforth the majority principle will succumb to the blows of the victorious minorities, and then the popular disgust will proceed to acts of violence. Hence the formation of a committee is necessary to bring revolutionaries, Royalists, and Clericals into their proper place as minorities.

AIRSHIP RECORD.

London, July 14th.

A message from Hamburg states that the airship *Victoria Luise* made a record overseas trip of 400 miles.

INTERNATIONAL LAWN TENNIS.

London, July 13th.

In the Davis Cup Competition, Dixon and Barrett (England) beat Gobert and Laurentz (France) by 3-0, 6-4, 6-1, 6-1.

LATER.

In the Davis Cup Competition, Dixon beat Gobert 4-6, 6-4, 6-2, 6-3.

Britain now meets America.

OPIUM TRADE.

In the House of Commons on the 16th ult., Sir J. D. Rees asked the Secretary for Foreign Affairs whether, in view of the greater moral obligation under which the British Government lay to the British-Indian subjects of the Crown as compared with their obligation to the Chinese, his Majesty's Government proposed to delay the operation of the agreement between India and China until the provisional Government in the latter Empire was succeeded by a settled Administration, which could formally adopt and successfully enforce the obligations of the late Imperial Chinese Government in respect of the cultivation of opium.

Mr. Montagu, who replied, said:—It is true that the welfare and interests of British subjects everywhere are a first charge upon the care of his Majesty's Government, and they have in this sense greater moral obligations to British-Indian subjects than to subjects of foreign nations, but it does not follow that these obligations will be best discharged by delaying at this moment the operation of the opium agreement with China, and I cannot therefore answer the question in the affirmative.

In reply to a supplementary question as to the effect of the present conditions, Mr. Montagu said that, though he was not prepared to adopt the particular suggestion of the hon. member, the whole matter was under consideration, and negotiations were proceeding.

On the 20th ult., Sir J. D. Rees asked the Under-Secretary for India whether he was aware that representations had been made by the leading opium merchants to the Governor-General in Council to the effect that the resumption of the culture of opium was unchecked in China, that in several of the most important of the provinces free and unrestricted cultivation of the poppy proceeded; that the present Chinese Government was evidently unable to secure the observance of treaties by its own provincial authorities; that Chinese merchants who had bought Indian opium were being obstructed by the provincial authorities at the instigation of the principal authorities and refused to admit it, in defiance of existing treaties; and, if so, what action was being taken in the interests of British trade and British-Indian taxpayers.

Mr. Montagu replied—The Secretary of State is aware that a memorial to the effect stated has been presented by certain Indian opium merchants to the Government of India. Inquiry is being made into the facts, and the matter is engaging the attention of his Majesty's Government. His Majesty's Minister has already made, and will continue to make, representations to the Chinese Government against the obstructions placed in the way of the trade in certificated Indian opium by the provincial authorities, but the difficulties of enforcing our rights under existing treaties are for the moment greatly increased by the fact, mentioned by the hon. member, that the Provisional Government in China are unable to impose their will upon the provincial Government.

RANDOM REFLECTIONS.

Hongkong ought to feel highly honoured that its Observatory is henceforth to be known as "The Royal Observatory." If The Royal Observatory correctly predicts Royal weather we shall be still more satisfied.

Yesterday our French friends celebrated "le quatorze Juillet," and the occasion lost nothing through falling on a Sunday. The tricolour was much in evidence. It is noteworthy that the two great days of the world, America and France, are only separated by ten days. Americans celebrate Independence Day on July 4th and the French celebrate the fall of the Bastille on July 14th.

There was a curious conflict of testimony in the evidence given before the Magistrate last Monday in the case against the miscreant who made an attempt on the life of H.E. the Governor. The European sergeant of the escort said it was he who diverted the shot, while the evidence of the Sikh members of the escort was that it was one of themselves who did it. But may it not be that Sir Henry May really owes his life to what he did himself? When a man sees a revolver pointed at his head, he doesn't try to look down the barrel of the revolver, and I rather fancy that Sir Henry's life was saved by his dodging the shot. He would naturally throw his head back when he saw the revolver pointed at him.

If this conflict of testimony were possible among men who may be said to be experts in giving evidence, it can be understood how great would be the divergences if civilians had been called upon to give evidence concerning the affair. In deciding to adhere to police evidence, the Crown have undoubtedly exercised a wise discretion, as there can be little doubt that the facts of the actual occurrence are not likely to be more clearly told than they have already been related in the Police Court.

The attack on His Excellency the Governor was revived in many minds when it was reported that a local gentleman was suffering from poisoning received in his food. The two incidents were connected because it was understood that the gentleman concerned had taken a snapshot photograph which revealed the presence of another conspirator armed with a revolver. I am given to understand that this is not the case, so that another picturesque story has to be contradicted.

These hot days and nights, with open verandah doors and windows, offer inducements to the wily Chinese thief who can climb pipes and pillars and reach the upper storeys. One or two burglaries have been reported during the week, and it behoves householders to take precautions and not go to sleep with a sense of security which is only fancied and not real. I have heard of irate householders who were disturbed at night by the footfalls of Indian policemen ordering the men away from their precincts. This is not quite right. If the footfalls are rather heavy, they ought to be tolerated for the protection or security which they represent, and a greater degree of tolerance should be exercised generally towards both Indian and Chinese police, who are handicapped through their ignorance of the English language and of the habits and customs, likes and dislikes of foreigners.

Not without reason, I think, does a Chinese complain in a northern newspaper of the notice which until recently was placed at the entrance to the Public Gardens in Shanghai "Dogs and Chinese not admitted." It was unnecessarily offensive, and it is to be hoped that foreigners will not be guilty of such bad taste again. No wonder, the irate Chinese described Shanghai as model in every respect except the "manners and morality of the Europeans."

It was a curious coincidence that in the running competition at the Olympic Sports, which are being held at Stockholm, that there should have been a little unpleasant episode between American and British competitors just as there was at the previous Olympiad held four years ago in London. It was all the more regrettable that it should have happened after what we read about the British and American competitors endeavouring to promote the most cordial relations and to forget the animosities that arose four years ago.

RODERICK RANDOM.

GREAT BRITAIN AND TIBET.

In the House of Commons last month Sir J. D. Rees asked the Under-Secretary for India whether his Majesty's Government and the Government of India were adopting any measures to bring the present unsatisfactory state of affairs in Tibet to a conclusion, or whether its previous policy remained unchanged.

Mr. Montagu—It is not proposed to take any steps of the kind suggested. There has been no change in the policy of his Majesty's Government in regard to Tibet.

HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."] June 20th.

THE INDUSTRIAL OUTLOOK.

The reduction of the rate of discount by the Reichsbank from 5 per cent. to 4½ last week has failed to stimulate business in the stock markets, where caution continues to be the watchword. The demand for money for commercial and industrial purposes has by no means abated and is expected to increase as harvest time draws near, when the requirements of the agricultural interests have to be provided for. The prospects of the several crops are good and justify the hopes of a continuance of a brisk and prosperous trade all over the country, unless political complications or serious labour troubles should arise. Fortunately, the strike of the transport workers in London seems about to collapse from want of funds; it has met with little sympathy on the part of the traders, and the national strike proclaimed by the leaders has been quietly ignored in nearly all the ports of the United Kingdom. In the meantime the stocks of rye and wheat in this country are rapidly decreasing. Exports of the former have been remarkably heavy this season, something like a million tons, whilst imports show a falling off of 150,000 tons, viz. from 450,000 tons during the same period last year to 300,000 tons this year; there appears little chance of abundant supplies from other sources, for the moment, although large quantities are said to be stored in the interior of Russia, which are held back for some reason or other. Many mills in different parts of Germany are, it is stated, already stopping work owing to the scarcity of rye. Wheat, too, has been in great demand for export, particularly for France, where the military authorities, having received permission of the Government to purchase their requirements abroad, seem to have taken a special fancy to the quality of last season's German wheat and have bought and are still buying large quantities of it. As all articles imported for account of the Government enter the country duty free the prices stand somewhat below those of French wheat. It is to be hoped that the crops may not only be plentiful but early as well, in order to prevent a passing scarcity in the autumn.

As stated in my last the textile industries are well under orders, but there is little doing in the way of fresh business. Both wool and cotton are, owing to the extensive consumption, firm in price, the latter rather inclined to advance, as the accounts of the growing crop in the United States are not altogether satisfactory, although the prospects in Texas and Oklahoma may be all that can be desired.

The sugar market shows signs of weakness, an abundant crop of cane being expected in Cuba, whilst the outlook of beet on the continent pretty generally is considered promising. The statistical position of the article, however, appears favourable, the stocks at present being, according to Herr F. O. Licht of Magdeburg:—

	1912.	1911.	1910.
Tons.	Tons.	Tons.	Tons.
Europe	1,602,422	1,970,292	1,728,925
U. States, 12/6	211,000	264,461	380,737
Cuba	455,000	242,000	385,000
Afloat, 2/6	34,850	41,800	7,000
	2,366,272	2,527,556	2,401,662

Mr. C. Czernikow's figures are the same for the United States and Cuba, but somewhat larger for the stocks held in the European markets and slightly smaller for the quantities afloat, viz.:

	1912.	1911.	1910.
Tons.	Tons.	Tons.	Tons.
On the spot...	1,769,600	2,063,320	1,786,400
Afloat 12/6 ...	19,500	4,280	14,000

A momentary pause seems to have set in in the iron and steel trades likewise, as is frequently the case in the summer months. The increase in the production of steel during the last forty years is truly marvellous: in 1870 the output of steel pigs in the whole world amounted to no more than 900,000 tons, of which 250,000 tons were manufactured in Great Britain, 170,000 in Germany, 100,000 in France, 39,000 in the United States and 22,000 in Austria-Hungary. The introduction of the basic process led to an enormous increase in the following ten years, the total amounting to 4 million tons in 1880, of which 1,230,000 tons were contributed by Great Britain, 1,200,000 by the United States and 780,000 tons by Germany. In the next ten years the output was trebled, reaching 12 million tons, whilst since the further improvement in the processes of manufacture have again raised the production to a most remarkable extent, but, unfortunately, England has lost the lead, the United States now figuring for 10 million tons and Germany for 8½ millions, besides 150,000,000 tons and 5,000,000 tons respectively of basic

steel, whereas the production of the British Isles does not exceed 8,000,000 tons Bessemer a million and a half of basic steel.

Bremen, the most important cotton market in Europe next to Liverpool, whose rules and bye-laws, modelled on those of the latter, have been adopted by the trade in most continental countries, and form the basis of nearly all contracts in-and with them, has for some time been considering the feasibility of opening a market for transactions in "futures" with a view of securing a portion at least of the extensive "hedging" business that is being done in Liverpool and New York by importers, merchants and spinners on the continent and for which vast sums are annually paid to these markets in the shape of commissions. According to the newspapers, the plan has now matured, and it is intended to commence operations at the beginning of the new season in the autumn. Whether Bremen will be able to compete with Liverpool and New York, where the American crop is sold many times over every season, may well be a doubtful question.

The idea has hitherto prevailed on the continent that aeronautics had been neglected by the British Government in its most inexplicable manner and the several unsuccessful attempts with dirigibles had strengthened this belief. The wonderful performances of flyers at the recent naval review have opened people's eyes, however, and they are now ready to admit that, as far as, at least, as aeroplanes, particularly for naval purposes, are concerned, England has by no means lagged behind, if she has not actually taken the lead.

THE TRAFFIC OF THE SUEZ CANAL.

LOWER RATES AND INCREASED TRAFFIC.

The following extracts are from the report presented at the general meeting of shareholders last month. Benefiting by the great commercial activity which has reigned throughout 1911, the traffic on the Canal shows, in comparison with that of 1910, an increase of 10 per cent. In order that the loss resulting from the lower rate should be entirely recuperated, an increase of seven per cent. would have been sufficient. Therefore the decrease in the receipts corresponding to the reduction of the rates has been more than recompensed during the year by the growth of the traffic. Without attempting to determine what has been the precise effect of the lower rate on this growth, we will content ourselves by stating that, once more the sacrifice agreed to by the shareholders has at the same time furthered their interests and those of the clients of the company. The greater part of the commercial districts tributary to the Canal, and all classes of shipping, have contributed to the progress of trade. This is the more remarkable in that it has been obtained in spite of the diminution (due principally to accidental causes) of certain channels of trade of the first importance, such as rice and oleaginous grains. We have also had further occasion to prove the diversity of the elements on which the growth of traffic is dependent; and which provides that, when certain materials of commercial exchange suffer a set-back, others generally provide a compensation. Contrary to the general rule, progress has mainly shown itself from north to south. European consignments of manufactured goods and material for railways to the British and Dutch Indies and the Far East have grown even in proportion to the demand from those regions, enriched as they have been by their abundant productions in recent years. American petrol exports, too, have been forced, in consequence of the large production in the United States and keen competition in the European markets, to sell large quantities of this combustible in Asiatic ports. Consequently, ballast navigation, responding to the demand for tonnage capacity, shown above, in India, has experienced a hitherto unknown activity. The development of traffic from south to north has been, as we have just said, diminished to a certain extent by the decrease in the exportation of rice and oleaginous grains. Trade in Soya beans, which, as you know, so rapidly attained importance, has perceptibly fluctuated in consequence of the grave epidemic of plague which has raged in Manchuria. Further, the march of such great hopes for the future, has been of the political crises which have agitated the country, but numerous sources of commerce have combined to counteract these decreases.

We must above all signalize the great activity of Indian exports, as much on the eastern coast as from Calcutta. Shipments of corn, notably, have attained an unequalled figure. The trade of the Dutch Indies, too, has developed to very large proportions. Consignments of sugar, owing to the poor European crops, have nearly doubled, while benzine, the reduction of which we commented on in preceding reports, has regained its normal proportions. Japan, whose mercantile marine grows ceaselessly, continues to extend her relations with Europe, while Australasia has also contributed to the volume of trade. Postal trade has, as in previous years, benefited by the introduction of more and more powerful units, military navigation has also slightly increased.

Brilliant as have been the result of previous years they are still surpassed by those of the first months of the current year. In spite of the fresh reduction in tariff the receipts up to the 20th of May show an increase of 1,860,000fr. Economical tendencies appear more favourable than ever to the maintenance of strong commercial movement. Marine enterprises in most parts of the world show an activity without precedent, and taxes on freight show that the tonnage growth in 1911, spite of its considerable employment, has no difficulty in finding employment. Ballast navigation, which has much surpassed during the first four months of the year that which has ever before been recorded for a similar period, and which still continues, is one of the happy omens which augur well for the near future.

The general situation appears, then, very satisfactory, and one may be permitted to hope that the year 1912 will not be less brilliant than its forerunners.

DYING LIBEL ON A LIFELONG HELPER.

WIFE'S INFATUATION FOR HUSBAND.

Mr. Charles Watson, solicitor, of Annan, Dumfriesshire, attended the adjourned inquest at Southend last month on the deaths of Mr. and Mrs. Halliday, whose bodies were found in a wheat field near Southend, having been killed by revolver shots. After his statement, the coroner and the jury expressed the fullest sympathy with him for the way in which his name had been mentioned in the case.

On the body of the woman were papers, in her own handwriting, stating:—"I have given my husband leave to shoot me and end my life," and "Charles Watson, Green Croft, Annan. It is at his door lies our taking our own lives. He has been the sole cause. He has done his best to ruin my husband, and succeeded."

Mr. Watson, in reply to the coroner (Mr. C. Edgar Lewis), stated that he came to London to arrange for the interment of the bodies, and was unaware of the letters found on James Willmore Halliday, who was about forty years old, and his wife, Elizabeth Nicholson Pool Halliday, about the same age. They belonged to Annan. Mr. Halliday had followed many occupations in his time, and was last a rubber planter.

At the coroner's invitation, Mr. Watson then read a statement he had prepared. It said that Mrs. Halliday belonged to one of the oldest and most respected families in Dumfriesshire. About twelve years ago she went to Singapore and was married to Mr. Halliday. They returned to England, and with his wife's money he started there successive businesses, all of which were unsuccessful.

"I was interested in Mrs. Halliday, as the daughter of an old client and as an intimate personal friend, for whom I was anxious to do everything in my power. Through my instrumentality Mr. Halliday got an appointment in Borneo, starting at £400 or £500 a year and rising in a few years to £1,200, with free quarters and perquisites."

"They returned to this country in about two years. In consequence of Halliday's misconduct in Borneo and in this country he was dismissed by the directors from his situation. That was about six years ago, and he has had no permanent employment since. Afterwards, at his wife's request, I paid his passage and other expenses to Singapore, but he had not been there long when his wife received letters from him stating that he had a revolver under his pillow and would blow his brains out if someone did not cable money for his return. Her money was exhausted, and she came to me in great distress to see if I would advance the amount. Out of regard for her I cabled the necessary funds to bring him home."

On his return they lived in Reading, Moffat, Keswick, London, and elsewhere. Although out of employment, wherever he went Halliday lived most extravagantly. About a year ago he got a provisional appointment in the East, and I again advanced the money to pay his passage. His employers told me that when he arrived he was suffering from delirium tremens. The firm intimated that they had no further use for his services, and he called to me that he was stranded, and asked for funds to bring him home.

"On his return he came to live with his mother and wife in the house of his sister-in-law. He tried to induce his sister-in-law to sell her house and divide the proceeds with them. He suggested that the aunt should go into lodgings in Annan and that his sister-in-law should come and live with them. I pointed out that the house could not be sold, and that in any case in the interest of his sister-in-law I could not permit such an arrangement. His conduct became most objectionable, and both his sister-in-law and her aunt left the house. His sister-in-law came to me in great distress, and I had to explain to Halliday the position. Eventually he and his mother left the house and his sister-in-law and aunt returned."

"From that time he and his mother have been labouring under the delusion that it was I who had turned them out of his sister-in-law's house. I took no part in the matter."

MANY ADVANCES OF MONEY.

Mr. Watson stated that in December Halliday met with an accident in London, and was in hospital. His wife was asked to go and nurse him. He (witness) advanced her the money to go to London. From London they wrote repeatedly for money, and though on several occasions he sent some, latterly he refused, as his advances for many years were already far too heavy. They then wrote to their relations and others whom he knew and obtained money. He had letters from Mrs. Halliday within the last few months all expressing appreciation of what he had done. Mr. Halliday always had an ill-will towards him because he did not approve of his wife's marriage to him, and he believed that Halliday, out of revenge, prevailed upon this wife to write what she did. He never tried to separate Mrs. Halliday from her husband. He did suggest that she ought to return to her own comfortable home with her sister until Mr. Halliday got a permanent appointment. She, however, decided to act against that advice and the advice of all her own relatives.

A letter found in Mrs. Halliday's rooms was read by Mr. Watson, showing that recently he advanced £30 to get the bailiffs out of their flat in London. He had done his best for the couple throughout. He did not believe Mrs. Halliday was a party to the accusation against him at all. Her husband was an adventurer, despised and distrusted by the family.

JURORS' SYMPATHY.

Two jurymen expressed their hearty sympathy with Mr. Watson. The coroner said he was very glad to hear those statements, made without any prompting from him. It was satisfactory to hear that the year 1912 will not be less brilliant than its forerunners.

the past, and he felt sure the jury would express their very deepest regret that his name should have been mentioned. The foreman of the jury at once did so, and Mr. Watson thanked the coroner and the jury for their sympathetic words, which he was sure would undo a good deal of the harm that had been done. The verdict was that Halliday murdered his wife by shooting her and then committed suicide.

TWO-MINUTE WEDDING.

The following New York dispatch is taken from a London paper of the 17th ult.:

It has been left for an English girl, Miss Jessie Halliday, of Harrow, an artist and Suffragette, to show her American sisters how unconventional a wedding can be.

She was married yesterday to Mr. Edmund Trowbridge Dana, grandson of the poet Longfellow, in the garden of the poet's house at Cambridge, Massachusetts. Not only did she dispense with a church ceremony, preferring to be married in the open air, but also neither clergyman, bridal veil, orange blossoms, bridesmaids, nor best man graced the proceeding and no honeymoon is to follow.

The service, which lasted two minutes, was conducted by a justice of the peace, and the brief ritual was the work of the bride herself. Instead of having a prayer-book, the justice of the peace, a Boston lawyer named Mr. Edmund M. Parker, produced a typewritten document from his pocket and quickly married the young couple by reading the questions and answers which the bride had prepared.

The bride placed a heavy silver ring on the third finger of the bridegroom's left hand. The bride's father, Mr. Henry Halliday, was present, but his daughter did not allow him to give her away, having undertaken that task herself.

The bride wore a tennis costume, while the bridegroom appeared in white flannels.

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NEW ADVERTISEMENTS

NOTICE.

I HAVE taken Mr. W. LOGAN as a Partner in my Business of Share and General Broker as from the 1st July, 1912. The Business will be carried on under the style of RAYMOND and LOGAN.

EDWARD M. RAYMOND,
4, Ice House Street.
Hongkong, 15th July, 1912. [910]

DEUTSCH-ASIATIC BANK.

DURING the REBUILDING of our BANK PREMISES our Temporary Offices will be in the QUEEN'S BUILDING, corner Chater Road and Ice House Street, as from MONDAY, 15th inst.

Hongkong, 15th July, 1912. [911]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "DELTA," Captain E. P. Martin, R.N., will leave for Shanghai on THURSDAY, the 18th inst., at Daylight.

For Freight or Passage, apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 15th July, 1912. [1]

INSTITUTION OF ENGINEERS AND SHIPBUILDERS, HONGKONG.

IT IS HEREBY NOTIFIED that Mr. W. J. TROAKES is no longer Secretary of the above Institution and the Committee will not be Responsible for any Debts hereafter incurred by him.

By Order of the Committee.
Hongkong, 15th July, 1912. [903]

CHRISTIAN SCIENCE SOCIETY

invites the public to attend a

LECTURE

ON

CHRISTIAN

SCIENCE

AT THE

THEATRE ROYAL,

CITY HALL,

ON TUESDAY, 23RD JULY,

AT 5.30 P.M.

The Lecture will be delivered by Bliss Knapp, C.S.B., Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts.

Hongkong, 10th July, 1912. [897]

NOTICE.

HONGKONG AND CHINA GAS CO., LIMITED.

THE unexpectedly large demand for GAS COOKING STOVES has exhausted the Company's stock of New Stoves. More are being telegraphed for, and intending customers for same are requested to furnish their names and addresses to the Company so that no undue delay will arise in fixing the stoves when they arrive.

GEORGE CURRY, Local Secretary.

Gas Office, Hongkong, 9th July, 1912. [866]

WANTED.

WANTED to buy the DIRECTORY and CHRONICLE for CHINA, JAPAN, etc. for the years 1866 and 1870. Offers to be addressed to—

No. 72,
Care of "Daily Press" Office.
Hongkong, 9th July, 1912. [890]

Read "THE FAR EAST," Special Features for the Merchant, Student, and Man of Leisure.
Published Weekly. Subscription: Yearly \$5, Half-Yearly \$3.
Address: Publisher, "Far East," KYOBASHI, Tokyo.

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THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at a specially low rate quoted for large quantities.

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND OF THREE DOLLARS and a HALF DOLLARS per Share for the Six Months ending 30th June, will be Payable on MONDAY, 29th July, 1912, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 20th July, to MONDAY, the 29th July, 1912 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 9th July, 1912. [895]

THE WEST POINT BUILDING CO. LIMITED.

AN INTERIM DIVIDEND OF TWO DOLLARS per Share for the Six Months ending 30th June, will be Payable on MONDAY, 29th July, 1912, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 20th July, to MONDAY, the 29th July, 1912 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to
THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.
General Agents for
THE WEST POINT BUILDING CO., LTD.
Hongkong, 9th July, 1912. [896]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from TO-DAY, the 11th July, to THURSDAY, the 1st August, 1912 (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 11th July, 1912. [902]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd July to 6th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 12th July, 1912. [905]

IN THE MATTER of the COMPANIES' CONSOLIDATION ACT, 1908, and
IN THE MATTER of the NATIONAL BANK OF CHINA, LIMITED,
(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a Second return of Capital and Dividend at the rate of Three Dollars (Hongkong Currency) per Share will be paid on and after SATURDAY, the 13th day of JULY, 1912, to registered holders of A and B Shares upon application to—

In the case of Shares on the London Register:—
Messrs. LOWE, BINGHAM & MATTHEWS,
Thornes' Chambers,
167, Fenchurch Street,
LONDON, E.C.

In the case of Shares on the Colonial (Hongkong) Register:—
Messrs. LOWE, BINGHAM & MATTHEWS,
St. George's Building,
Chater Road,
HONGKONG.

Share Certificates must be produced for endorsement.

A. R. LOWE, Liquidator.

Hongkong, 11th July, 1912. [900]

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A NEW SHIPMENT OF

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25 CENTS PER LB.

THE DAIRY FARM CO., LTD.

[30]

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Just Received a Fine Selection of BABY DOLLS
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[868]

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TO LET

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ON 2nd FLOOR, No. 2 PEDDER STREET, ONE-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 23rd May, 1912. [733]

TO LET.

OFFICES in King's Building
RANFURLY, 11, Conduit Road. From 1st June.
Apply
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 1st July, 1912. [121]

TO LET.

NO. 12, BEACONSFIELD ARCADE
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First Floor.
No. 14, MACDONALD ROAD,
"CALDER," 6-Roomed House, Fine Situation, from 1st August, 1912.
LARGE ROOMS, Central Position, Cheap Rent.
1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor.
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"ROGATE" Austin Road, Kowloon, from 1st April.
For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
For Sale, with or without Furniture, "TOB CREST," No. 8, The Pass, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.
Apply to—
LINSTEAL & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 8th July, 1912. [122]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.

"A BERTHOLWYEN," Park Road, 15th July.
EUROPEAN FLAT, Nathan Road, Kowloon.
SHOP with GODOWN attached, Nathan Road, Kowloon.
KOWLOON MARINE LOT No. 48 with WHARF.
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HUMPHREYS ESTATE & FINANCE Co., Ltd.,
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Hongkong, 10th July, 1912. [869]

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GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.
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Hongkong, 13th March, 1912.

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E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Voeux Road Central.
Hongkong, 17th May, 1912. [22]

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G. B. Laurens, Esq., H. A. Siebs, Esq.,
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N. J. STABBE,
Chief Manager.
Hongkong, 23rd May, 1912. [19]

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INCORPORATED BY ROYAL CHARTER, 1853.

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WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

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F. C. MACDONALD, Manager.

Hongkong, 29th March, 1912. [909]

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The Record Breaker, "A MERRY WIDOW."

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PRICES:

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Commences 9 P.M. sharp.

Fans are now installed in the Theatre.

Hongkong, 10th July, 1912. [899]

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MR. BILLY ELDDID Co.

Marvellous Comedy Cyclists.

Hongkong, 12th July, 1912. [58]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH Bathing Dresses and Caps.

Finest Voiles, Striped, Flowers and Fancy.

Finest Muslins, Plain and Dotted.

Embroidered Materials, &c., &c.

You will find our range incomparable for Quality, Style and Price.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,

Corner of Zoland Street, Hongkong.

Hongkong, 13th May, 1912. [50]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAKAZUTA, SAYO, SHINNEW and KAMITAMADA

AGENTS FOR KISHIDAKE and SAKITO Coals

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Cable addresses for above, "IWASAKI."

Codes: A1, ABC 5th Ed., Western Union.

AGENTS:—YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GIBBS & Co.

MANILA: Messrs. MACDONALD & Co.

SINGAPORE: Messrs. BORNEO Co., Ltd.

For Particulars, apply to—

Y. SHIBUYA, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 30th May, 1912. [616]

ON SALE AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON TO WUCHOW

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS	Tons	Starting	1912
MANCHURIA	27,000	TUESDAY	16th July, at 1 P.M.
NYL	11,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERIA	9,000	TUESDAY	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY	1st Oct., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

32

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER,

B.C., SEATTLE &
TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

S.S. "LORD DERBY" 7,000 tons...Sailing Aug. 15th.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient tonnage offers. The BANK LINE Steamers are of the Newest Design, are most Commodious Accommodations, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 730. King's Building, Praya Central

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH AND CAPE TOWN, call on at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA. PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Second half of August.

And regularly thereafter.

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MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH AND CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: 20th July. FROM COLOMBO: 10th August.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 15th JULY, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

TUESDAY, 16th JULY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 21st JULY.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, ON 1st JULY.

S.S. "KOEBER," 9,900 tons, will leave as above on 19th July, at 5 p.m.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August. Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "VORWAERTS," 12,900 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 31st July.

S.S. "SILEZIA," 13,900 tons, will leave for TRIESTE, FLORENCE and VENICE via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUZ, PORT SAID, ON 1st JULY. These Steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 12th July, 1912.

Princes' Building. [155]

SAN FRANCISCO



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourists' Sleepers.

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Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

O. LAOY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

779

SWEDISH EAST ASIATIC

JAVA-CHINA-JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	—	—	JAVA	Second half of July
TJIKINI	JAVA	Second half of July	SHANGHAI	Second half of July
TJIPANAS	JAVA	Second half of July	JAPAN	Second half of July
TJIMANOEK	JAPAN	Second half of July	JAVA	First half of August
TJITAROEM	JAVA	First half of August	JAPAN	First half of August
TJIBODAS	JAVA	First half of August	JAPAN	First half of August
TJILATWAP	JAVA	Second half of August	SHANGHAI	Second half of August
TJILIWONG	JAVA	Second half of August	JAPAN	First half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 15th July, 1912.

Telephone No. 375.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 20th July, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 30th July, 4 P.M.

For Freight or Passage, apply to
HONGKONG, 11th July, 1912.

SHEWAN, TOMES & Co.,
PHILIPPINES S.S. Co.

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NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"YORCK," Capt. H. RENN.	17,000	Wednesday, 24th July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUETZOW," Capt. J. BORTFELD.	17,300	About Wednesday, 24th July.
KOBE and YOKOHAMA	"CORLENZ," Capt. L. KRUGER.	6,750	About Tuesday, 23rd July.

All the Steamers of the European Line are fitted with Wireless Telegraphic.
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

Hongkong, 12th July, 1912.

GENERAL AGENTS HONGKONG AND CHINA.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "DILWARA," 5,578 tons, Capt. W. J. Bishop, left CALCUTTA on 3rd July, will be despatched for SHANGHAI, KOBE and MOJI on 24th July.

S.S. "ARABATON APCAR," 4,450 tons, Capt. F. M. Austin, will be despatched to KOBE and MOJI (YOKOHAMA of sufficient inducement offers) on 24th July.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 21st July.

S.S. "TORILLA," 6,679 tons, Capt. C. J. Swanson, R.N., will be despatched as above on 31st July.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 10th July, 1911.

AGENTS.

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THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:— 16 DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

LATEST STEAMER MOVEMENTS.

The P. & O. str. Delta left Singapore for this port on the 12th July, at 6 p.m., with the outward English mails, and is due here on the 17th July, at 8 a.m.

The Ssang Line str. Glengyle left Rangoon on the 14th July, for Hongkong via Penang and Singapore, and is expected to arrive here on the 18th July.

The P. & O. str. Nubia is expected to arrive at Penang on the 18th July, at 6 a.m.

The I.G.M. str. Lutzow, carrying the German mails with dates from Berlin of the 28th June, left Colombo on the 13th July, p.m., and may be expected here on or about the 24th July.

The I.G.M. str. Prinzess Alice, which left here on the 11th July, at 8 a.m., arrived at Shanghai on the 13th July, at 5 p.m.

The N.Y.K. str. Tongo Maru (European Line) left Shanghai for this port on the 12th July, and is expected here on the 15th July.

The N.Y.K. str. Mishima Maru (European Line) left Singapore for this port on the 11th July, and is expected here on the 16th July.

The N.Y.K. str. Toton Maru (Calcutta Line) left Kobe for this port via Moji on the 10th July, and is expected here on the 17th July.

The N.Y.K. str. Kirin Maru (Calcutta Line) left Calcutta for this port via Rangoon on the 4th July, and is expected here on the 4th August.

SHIPPING

ARRIVALS.

HONG BEE, British str., 2,050, G. Kinghorn, 12th July—Singapore 7th July, General—Order.

MADEIRA, German str., 900, Zollner, 12th July—Hongkong 10th July, Coal—Butterfield & Swire.

HAITAN, British str., 1,150, J. S. Rouch, 14th July—Swatow 13th July, General—Douglas, Lapraik & Co.

HONGKONG, French str., 729, A. Corneillon, 13th July—Haiphong 10th July, Rice and General—A. R. Marty.

KAYO MARU, Japanese str., 1,897, Y. Yamamoto, 13th July—Swatow 12th July, General—Onaka Shosen Kaisha.

KWANGSAR, Chinese str., 14th July—Canton.

KWANGTAN, Chinese str., 1,330, Stewart, 13th July—Shanghai 10th July, General—C. M. S. N. Co.

MATHIEU, German str., 831, Ch. Uderup, 12th July—Haiphong and Hoihow 12th July, Rice and General—Jensen & Co.

MICHAEL JENSEN, German str., 951, J. Petersen, 14th July—Haiphong and Hoihow 13th July, General—Jensen & Co.

MONMOUTHSHIRE, British str., 5,000, G. E. Warner, R.N.S., 13th July—Shanghai 9th July, General—Jardine, Matheson & Co.

NANSAN, American str., W. D. Prudden, 13th July—Cavite, P. I., 10th July, Naval Stores.

SEAGOVIA, German str., 4,945, E. Drinal, 13th July—Shanghai 10th July, General—Hamburg Amerika Line.

TACOMA MARU, Japanese str., 3,830, J. Hamada, 13th July—Manila 10th July, General—Onaka Shosen Kaisha.

DEPARTURES.

July 13th.

BELLEROPHON, British str., for Manila.

BONNIE, German str., for Kudat.

CHONGSHING, British str., for Canton.

EXPRESS OF JAPAN, British str., for Shanghai.

FATKA, British str., for Yokohama.

GLENLOGAN, British str., for Shanghai.

HSIN CHANG, Chinese str., for Shanghai.

JORANNE, German str., for Hoihow.

KUICHOW, British str., for Saigon.

KUICHOW, British str., for Saigon.

MICHAEL, British str., for Singapore.

NANSAN, British str., for Singapore.

PACIFIC, Italian str., for Singapore.

TAISHAN, Chinese str., for Shanghai.

TULLOW, Dutch str., for Macassar.

YENSANG, British str., for Manila.

July 14th.

CHENKANG, British str., for Kobe.

CHINA JENSEN, Ger. str., for Hongkong.

DAIJI MARU, German str., for Swatow.

HAIKUN, British str., for Swatow.

LIAN, British str., for Shanghai.

PHANANG, German str., for Swatow.

RAJAH, German str., for Canton.

RYGA, Norwegian str., for Sourabaya.

SUNGKANG, British str., for Hoihow.

TAMARCA, British str., for San Francisco.

SHIPPING REPORTS.

The British str. *Haitan* reports: S.W. monsoon moderate wind, fine and clear.

The British str. *Hong Bee* reports: Moderate monsoon, fine and clear, passing squalls and rain.

The Chinese str. *Kwangtong* reports: Light monsoon, smooth sea and fine weather all the way, strong N.E. current.

PASSENGERS.

Per *Haitan*, from Swatow, Mr. Cochran and Mr. Jensen.

Per *Tacoma Maru*, from Manila, Mr. A. Demondios, Mr. and Miss Cary.

Per *Kwangtong*, from Shanghai, Mr. G. E. Don, Mr. G. C. Harrison, Mr. R. C. Clark, and the two Misses Porter.

DEPARTED.

Per *Prinz Waldemar*, for Manila, etc., Mr. C. H. Kelling, Mr. B. Bos, Dr. H. E. Kersten, Mr. E. Schmidt, Mr. F. W. McWhae, Rev. Rev. Panell, Sister M. T. Koller, Sister M. L. Kaufmann, Sister M. W. Kilger, Sister M. Galla, Sister M. W. Demeter, Mr. and Mrs. Schneider, Mr. and Mrs. R. Garland, Mr. S. Poor, Mr. A. H. Bruce, Mr. L. Francisco, Mr. H. Stodart, Mr. and Mrs. T. E. Hunt, Mr. M. M. Myers, Mr. R. Oberger, Dr. and Mrs. A. G. Du Mez, Mr. P. D. Kinard, Mr. E. Williams, Mr. E. E. Havill, Mr. P. Schludt, Mr. K. D. Demotriou, Mr. H. Nelsens, Mr. S. Gadel, Mr. W. Eshmann, and Mr. A. Turner.

PASSED THE CANAL.

June 7th—*Aki Maru*, *Utachi Maru*, *Pera*, *Polytechnic*, *Sachsen*, *Teucer*, *Atrous*, *O. J. D. Alters*, 14th—*Bohemia*, *Glenlogan*, *Indra*, 14th—*Bohemia*, *C. Ford*, *Lois*, *Palawan*, *Ping*, *Suey*, *Yarra*, 18th—*Brigavia*, *China*, *Polytechnic*, *Princess Alice*, 21st—*Armand*, *Beck*, *Jason*, *Meinam*, *Mennoni*, *Miyaka*, *Maru*, 25th—*Brasmar*, *Butow*, *Candia*, *Carmarthenshire*, *Matoppo*, *Peshawur*, *Vandalia*, *Yangtze*, 28th—*Ernest Simons*, *Nubia*, *Aradida*, *Baron Driesen*, *Schuykill*, *Nelus*, *Patricia*, 2nd—*Bernewe*, *Bernewe*, *Cathas*, *Flintshire*, *Lutze*, *Yeddo*, *Kito*, 5th—*Kitono Maru*, *Suevia*, *Pitan*, *Polenochus*, 9th—*Bohemia*, *Coebe*, *Himalaya*, *Manchester*, *Castle*, *Baron Oynly*.

ARRIVALS AT HOME.

July 9th—*Patricia*, *Butow*.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY.

For Demand Drafts on London on the day of or preceding the date of the English Mail; also Table of the Yearly Approximate Averages for 56 years.

FROM 1874 TO 1909.

Price 22 Cash. On Sale at the DAILY PRESS Office, or Local Booksellers.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.			
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	CAPTAIN.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	W. R. Hickey
LONDON & ANTWERP	DEVANHA	Brit. str.	A. F. Vine, R.N.E.
LONDON & ANTWERP	BRASILIA	Ger. str.	Deinat
LONDON & ANTWERP	SAMBA	Ger. str.	Jager
LONDON & ANTWERP	FUEBIS BUELOW	Ger. str.	Dieckmann
LONDON & ANTWERP	GOSEWELLS	Ger. str.	K. Kawara
LONDON & ANTWERP	SILENIA	Ger. str.	Ernst
LONDON & ANTWERP	AWA MARU	Jap. str.	R. Shimizu
LONDON & ANTWERP	TACOMA MARU	Jap. str.	H. Kelm
LONDON & ANTWERP	YOROK	Ger. str.	W. E. Kewley
LONDON & ANTWERP	KORBER	Aus. str.	R. Linklater
LONDON & ANTWERP	SILENIA	Brit. str.	W. Davison
LONDON & ANTWERP	INDRAGHILI	Am. str.	W. W. Greene
LONDON & ANTWERP	MONTEAGLE	Brit. str.	L. Dawson
LONDON & ANTWERP	EMPEROR OF INDIA	Brit. str.	T. Sekine
LONDON & ANTWERP	MANCHURIA	Am. str.	F. Wheeler
LONDON & ANTWERP	CHITO MARU	Jap. str.	W. W. Tucker
LONDON & ANTWERP	NILE	Am. str.	A. E. Moses
LONDON & ANTWERP	TAIYUAN	Brit. str.	E. M. Austin
LONDON & ANTWERP	ST. ADAMS	Brit. str.	M. Yagi
LONDON & ANTWERP	YAPATA MARU	Jap. str.	J. B. v. Dammé
LONDON & ANTWERP	KITO MARU	Jap. str.	V. Liddell
LONDON & ANTWERP	KUMSANG	Brit. str.	G. Hooker
LONDON & ANTWERP	IKOLA	Brit. str.	G. S. Hohnwood
LONDON & ANTWERP	VOVARETS	Aus. str.	Hirase
LONDON & ANTWERP	MISHIMA MARU	Jap. str.	Christiansen
LONDON & ANTWERP	COLEMAN	Ger. str.	Benson
LONDON & ANTWERP	ABRATON APCAR	Brit. str.	E. P. Martin, R.N.E.
LONDON & ANTWERP	NIKEO MARU	Dut. str.	J. B. Harris
LONDON & ANTWERP	CHONGSHING	Brit. str.	R. E. Shone
LONDON & ANTWERP	WUICHOW	Brit. str.	Dieckmann
LONDON & ANTWERP	WUICHOW	Brit. str.	W. J. Bishop
LONDON & ANTWERP	KAUACHI MARU	Jap. str.	J. Bortfeldt
LONDON & ANTWERP	CHINUA	Brit. str.	F. J. Fox
LONDON & ANTWERP	DELTA	Brit. str.	A. Oiderburger
LONDON & ANTWERP	ANBU	Brit. str.	J. S. Roach
LONDON & ANTWERP	CARMARTHENSIRE	Brit. str.	J. W. Evans
LONDON & ANTWERP	CARDA	Ger. str.	W. C. Passmore
LONDON & ANTWERP	GOLDENFELS	Ger. str.	Sidford
LONDON & ANTWERP	DIWABARA	Ger. str.	Cowin
LONDON & ANTWERP	LUTZOW	Ger. str.	Leask
LONDON & ANTWERP	NUBIA	Brit. str.	S. A. Gockley
LONDON & ANTWERP	YEDDO	Swed. str.	P. H. Bello
LONDON & ANTWERP	BOREMA	Aus. str.	M. C. Smith
LONDON & ANTWERP	NIKKO	Swed. str.	J. P. Scholte
LONDON & ANTWERP	TSUKIKI	Brit. str.	K. Soyeda
LONDON & ANTWERP	KAIJO MARU	Brit. str.	J. M. Hay
LONDON & ANTWERP	HAUN	Brit. str.	Kawashima
LONDON & ANTWERP	HAUN	Brit. str.	J. E. Drake
LONDON & ANTWERP	HAUNCHING	Brit. str.	A. J. Evans
LONDON & ANTWERP	KAIKONG	Brit. str.	Bradley
LONDON & ANTWERP	FOOCHOW	Brit. str.	E. de Catalano
LONDON & ANTWERP	GOOCHANG	Brit. str.	
LONDON & ANTWERP	RUBI	Am. str.	
LONDON & ANTWERP	TAMING	Brit. str.	
LONDON & ANTWERP	YUENANG	Am. str.	
LONDON & ANTWERP	TIMARI	Am. str.	
LONDON & ANTWERP	KAMAKURA MARU	Jap. str.	
LONDON & ANTWERP	HOPANG	Brit. str.	
LONDON & ANTWERP	TOTOMI MARU	Jap. str.	
LONDON & ANTWERP	GREGORY APCAR	Brit. str.	
LONDON & ANTWERP	ITINDA	Brit. str.	
LONDON & ANTWERP	KUTSANG	Brit. str.	
LONDON & ANTWERP	OSKANG	Brit. str.	
LONDON & ANTWERP	SE-KIANG	Brit. str.	

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITOLA" 5,257 tons, Captain W. W. Tucker, will be despatched for YOKOHAMA and KOBÉ on 27th July, at Noon, to be followed on 10th August by S.S. "MUTTRA," Capt. H. Carry, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "ITINDA" 5,251 tons, Captain A. J. Evans, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 25th July, at Noon, followed by the S.S. "FULATA," Captain H. W. Tallent, on the 2nd August, at Noon, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215.

Hongkong, 15th July, 1912.

"SHIRE" LINE OF STEAMERS. LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"MONMOUTHSHIRE"	On 15th July.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	"CARMARTHENSIRE"	About 20th July.
LONDON, ROTTERDAM & ANTWERP	"FEMBROKESHIRE"	About 5th August.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	"DEN OF GLAMIS"	About 22nd Aug.
LONDON & ANTWERP	"CARMARTHENSIRE"	About 1st Sept.

* Does not carry passengers.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 9th July, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF DEPARTURE
CHINWANTAO	"ONKANG"	Monday, 15th July, 3 p.m.
YOKOHAMA, KOBÉ & MOJI	"KUMSANG"	Monday, 15th July, 4 p.m.
SHANGHAI	"WAISHING"	Monday, 15th July, 4 p.m.
SINGAPORE, SAMARANG & SOERABAYA	"HOPANG"	Tuesday, 16th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"CHEONGSHING"	Wednesday, 17th July, Noon.
MANILA	"LOONGSANG"	Thursday, 18th July, 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Saturday, 27th July, 2 p.m.
MANILA	"YUENSANG"	Saturday, 27th July, 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NANSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagotsu, Tsingtau, Wethaiwei, Clefor, Ientuin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 15th July, 1912.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA," Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 20th July, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOLAVIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Yarns, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "PERSIA," due in London on the 1st September, 1912.

For further particulars, apply to H. W. D. SHALLARD, Acting Superintendent, Hongkong, 8th July, 1912.

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAGHILI," Capt. W. E. Kelway, will be despatched as above on or about the 30th July.

This Steamer has superior accommodation for a limited number of Saloon Passengers.

FARE TO BOSTON OR NEW YORK, £35.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 25th June, 1912. [848]

THE AMERICAN AND MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINES, LTD.)

FOR BOSTON AND NEW YORK.

THE Steamship

"KANSAS," Captain E. Linklater, will be despatched from this Port on or about the 9th August.

For Freight and further particulars, apply to THE BANK LINE, LTD., General Agents.

Hongkong, 5th July, 1912. [844]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS AT THE OUTPORTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REPORT

Subscription, paid in advance, \$12 per annum. Postage 22 to any part of the World.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON HONGKONG

On the Day Preceding the Departure of the

English Mails from the Year of the Closing

of the Indian Mints to the Free Coinage of

Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD

LAP, BAR SILVER, (From 1900),

and other Useful Information.

PRICE: 21 Cash.

On Sale at the "DAILY PRESS" Office, or

Local Booksellers.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND QUEBEC.

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.

1912

"MONTEAGLE" Sat., 3rd Aug.

"EMPEROR OF INDIA" Sat., 24th Aug.

"EMPEROR OF JAPAN" Sat., 14th Sept.

"MONTEAGLE" Sat., 5th Oct.

Steamships leave HONGKONG at 6 p.m.

The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10

Intermediate Steamship

"Monteagle" \$43 " " \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services and to European, Chinese, and Japanese Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China.

Corner Poddar Street and Praya opposite Blake Pier.

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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS

By the OXY-ACETYLENE SYSTEM

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Hydraulic and Pneumatic Tools installed throughout the Works.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

50-TON HYDRAULIC TESTING MACHINE & 20 CHAINS. WITH ROPE, RIVET, ETC.

Estimates given for Docking, Repairs to Hull and Machinery, Construction Work.

Dockyard Manager, Mr. J. BIRD, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	Daylight	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA	Noon, 20th July.	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CANDIA	About 21st July.	Freight only.
	NUBIA	About 25th July.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	POONA	About 24th July.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,

Acting Superintendent.

Hongkong, 15th July, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 16th July, 4 P.M.
MANILA	"POOCHOW"	On 16th July, 4 P.M.
SHANGHAI	"CHINHUA"	On 18th July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CUBINS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 19th July, Noon.
SHANGHAI	"ANHUI"	On 20th July, M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 22nd July, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 27th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "CANHUI" "CHENAN" "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai twice every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

M.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.
NEW SERVICE.—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		On 23rd July, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	TUESDAY, 16th July, at 11 A.M.
"HAIMUN"	Capt. J. W. Evans	FRIDAY, 19th July, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 23rd July, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 12th July, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:	For ROTTERDAM, HAMBURG and ANTWERP:
S.S. GOLDENFELS ... 23rd July.	S.S. BRASILIA ... 17th July.
S.S. SUEVIA ... 2nd August.	For HAVRE, BREMEN, HAMBURG and ANTWERP:
S.S. PERSIA ... 15th August.	S.S. SAMBIA ... 22nd July.
S.S. O. T. D. AHLERS ... 22nd August.	For MARSEILLES, HAVRE and HAMBURG:
S.S. C. FERD. LABISZ ... 11th Sept.	S.S. SILESIA ... 7th August.
S.S. ARCADIA ... 24th Sept.	For HAVRE, ROTTERDAM and HAMBURG:
For Further Particulars, apply to—	S.S. FUERST BUELOW ... 13th August.
	For HAVRE, BREMEN and HAMBURG:
	S.S. GOLDENFELS ... 23rd August.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 12th July, 1912.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on TUESDAY, the 23rd July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,500	TUESDAY, 6th Aug., Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 17th July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with:

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	THURSDAY, 18th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,054	SAURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,054	TUESDAY, 17th Sept., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Seattle ... G. \$130.00

From Hongkong, Shanghai and Keelung ... G. \$110.00

From Nagasaki, Moji, Kobe and Yokohama ... G. \$95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW VIA SWATOW and AMOY	"KAIJO MARU"	WED'DAY, 17th July, at Noon.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon-Yip Co.'s wharf (near the Harbour Office, Praya Central). For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROL,

MANAGER.

7778-7

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	Steamer	Tons	SUNDAY, SATURDAY	
DEVANEA ...	8000	July 20	MOLDAVIA...10000	Aug. 18	Aug. 24
DELTA	8000	August 3	MALDOA...12500	Sept. 1	Sept. 7
INDIA	8000	August 17	MONGOLIA 10000	Sept. 15	Sept. 21
ARCADIA.....	7000	August 31	MEDINA.....12500	SATURDAY	FRIDAY
ASSAYE.....	7500	September 14	MALWA.....11000	Sept. 23	Oct. 4
DEVANEA.....	8000	September 28	MOOLTAN 10000	Oct. 12	Oct. 18
INDIA	8000	October 12	MACEDONIA 10500	Oct. 26	Nov. 1
DELTA	8000	October 26	MOREA.....11000	Nov. 9	Nov. 15
				Nov. 23	Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-THROUGH) STEAMERS WILL LEAVE FOR
LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
NUBIA	6000	September 4
		October 19
SARDINIA	7000	September 18
		November 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON:
1st SALOON £55.0 SINGLE £82.30 RETURN.
2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,

Acting Superintendent.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WED'DAY, 17th July, at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 31st July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Shimizu	7,000	TUESDAY, 16th July, at 4 P.M.
	SADO MARU Capt. Asakura	7,000	TUESDAY, 30th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 2nd Aug., at Noon.
	NIKKO MARU Capt. N. Yagi	6,000	FRIDAY, 30th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. K. Soyeda	7,000	FRIDAY, 26th July.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 17th July, at 5 P.M.
SHANGHAI, MOJI and KOBE	KAWACHI MARU Capt. Christiansen	7,000	WED'DAY, 17th July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 31st July, at Noon.
SHANGHAI and KOBE	HIROSHIMA MARU Capt. Hirase	4,000	MONDAY, 15th July.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"TOTOMI MARU," 4,000 tons, Capt. Kawashima, Thursday, 18th July.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

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A most delicious TABLE-WATER for the HOT SEASON:
\$18 PER CASE OF 100 PINTS.

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HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 12th July, 1912.

SCHWABINGER BEER.



GENUINE MUNICH BEER.

JUST TRY IT
AT THE

GRAND HOTEL'S BAR!

General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 12th July, 1912.



OBTAINABLE FROM—
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
Hongkong, 12th July, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE to EUROPE.

Letters for this route should be superscribed via SIBERIA.

The *Armand Behic*, with the French Mail, left Saigon on Friday, the 12th instant, at noon, and may be expected to arrive here to-day.

The *Della*, with the English Mail, left Singapore on Friday, the 12th instant, at 6 p.m. and may be expected to arrive here on Wednesday, the 17th instant, at 6 a.m. This packet brings the Parcel Mails, closed in London for despatch by the all sea route on the 12th June and for despatch overland on the 19th June.

TO	PER	DATE
Japan via Yokohama	Kumagata	Monday, 15th, 11.00 A.M.
Swatow	Keongtai	Monday, 15th, 11.00 A.M.
Macao	Sui Tai	Monday, 15th, 1.15 P.M.
Philippine Islands	Monmouthshire	Monday, 15th, 2.00 P.M.
Shanghai and North China	Waishing	Monday, 15th, 3.00 P.M.
SHANGHAI, NORTH CHINA AND JAPAN VIA KOBE	Armand Behic	Monday, 15th, 5.00 P.M.
Pakhoi and Haiphong	Hongkong	Tuesday, 16th, 9.00 A.M.
Straits, Samarang and Sourabaya	Hopang	Tuesday, 16th, 10.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 16th, 10.00 A.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	Manchuria	Tuesday, 16th, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES	Oceanic	Tuesday, 16th, 10.00 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Late Letters 11.00 to Noon Extra Postage 10 cents		
Macao	Sui Tai	Tuesday, 16th, 1.15 P.M.
Philippine Islands	Keefoon	Tuesday, 16th, 3.00 P.M.
Philippine Islands	Kailoon	Tuesday, 16th, 3.00 P.M.
Formosa via Keelung, Shanghai, North China and Japan via Mori Canada and United States via Seattle	Ava Maru	Tuesday, 16th, 3.00 P.M.
Straits and Ceylon	Tango Maru	Tuesday, 16th, 5.00 P.M.
Fort Bayard, Haiphong and Pakhoi	Si-Kiang	Wednesday, 17th, 8.00 A.M.
Swatow, Amoy and Foochow	Kaijo Maru	Wednesday, 17th, 11.00 A.M.
Waihaiwei, Tsingtau and Tientsin	Cheongshing	Wednesday, 17th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 17th, 1.15 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	Della	Wednesday, 17th, 5.00 P.M.
Formosa via Keelung, Japan via Nagasaki, Victoria and United States via Tacoma	Tacoma Maru	Thursday, 18th, Noon.
Macao	Sui Tai	Thursday, 18th, 1.15 P.M.
Shanghai and North China	Chinlun	Thursday, 18th, 3.00 P.M.
Swatow, Amoy and Foochow	Haimun	Thursday, 18th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	Taiyuan	Friday, 19th, 11.00 A.M.
Macao	Sui Tai	Friday, 19th, 4.00 P.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES	Yorok	Saturday, 20th, 1.00 P.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Late Letters 11.00 to Noon Extra Postage 10 cents		
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Late Letters 11.00 to Noon Extra Postage 10 cents		

COMMERCIAL.
CLOSING QUOTATIONS.

ON	DATE	PRICE
LONDON	July 13th	
Telegraphic Transfer	1/11 1/2	
Bank Bills, on demand	1/11 1/2	
Bank Bills, at 30 days sight	1/11 1/2	
Bank Bills, at 60 days sight	1/11 1/2	
Credit, at 4 months sight	1/11 1/2	
Documentary Bills at 4 months sight	1/11 1/2	
ON PARIS		
Bank Bills, on demand	250	
Credit, at 4 months sight	254 1/2	
ON GERMANY		
On demand	203	
ON NEW YORK		
Bank Bills, on demand	48 1/2	
Credit, at 60 days sight	49 1/2	
ON BOMBAY		
Telegraphic Transfer	148	
Bank, on demand	148 1/2	
ON CALCUTTA		
Telegraphic Transfer	148	
Bank, on demand	148 1/2	
ON SHANGHAI		
Bank, at sight	75	
Credit, 30 days sight	75 1/2	
ON YOKOHAMA		
On demand	97 1/2	
ON MANILA		
On demand	97 1/2	
ON SINGAPORE		
On demand	84 1/2	
ON BATAVIA		
On demand	119 1/2	
ON HAIPHONG		
On demand	7 1/2 p.m.	
ON SAIGON		
On demand	76 1/2	
ON BANGKOK		
On demand	110.00	
SOVEREIGNS, Bank's Buying Rate	110.00	
GOLD LEAF, 100 fine, per tola	152.40	
BAR SILVER, per oz.	77 1/2	
SUBSIDIARY COINS		
Chinese	20 cents pieces	18.00 discount.
Chinese	10	18.48
Hongkong	20	17.10
Hongkong	10	18.20

MAILS VIA SIBERIA.

London	Shanghai
June 29th.	July 15th.

SHARE LIST—QUOTATIONS.

HONGKONG, 15TH JULY, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$125, buyers
China Borneo Company, Limited	60,000	\$12	all	\$12, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$5, sales
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$10, sales
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sal. & sel.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
DOCKERS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$61, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49, sales
New Amoy Dock Co., Limited	10,000	\$64	all	\$61
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 48
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 93
Green Island Cement Co., Limited	400,000	\$10	all	\$4, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2
Hongkong Hotel Company, Limited	12,000	\$50 1/2	all	\$112, buyers
Manila Metropole Hotel Limited	8,000	\$25	all	\$25, buyers
Hongkong Ice Company, Limited	15,000	\$10	all	\$10, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$4, sellers
INSURANCE—				
China Insurance Office Co., Limited	10,000	\$250	\$50	\$235, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 130
Union Insurance Society, Limited	12,400	\$250	\$100	\$200
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$195, Ex 75
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$105 1/2, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7.85, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$4, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$56 1/2, buyers
Matschappij tot Mijn. Bescn- en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 63
Mining—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/
Tronoh Mines, Limited	160,000	\$1	all	72/6
Heawood Tin and Rubber Estates, Ltd.	715,200	2/	all	4/
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$5, sales
Peak Tramways Co., Limited	25,000	\$10	all	\$1 1/2, sellers
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$32 1/2
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$9, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	40,000	\$15	all	\$27, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$68 1/2, L'don
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$27.10s
Star Ferry Company, Limited	10,000	\$10	all	105 1/2, sellers
South China Morning Post, Limited	10,000	\$10	all	\$38, buyers
Steam Laundry Company, Limited	20,000	\$5	all	\$20, buyers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$7, buyers
Watkins, Limited	10,000	\$10	all	\$3 1/2
A. S. Watson & Co., Limited	90,000	\$10	all	\$5, sellers
Wissmann, Limited	5,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, sellers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$5, sales
Union Waterboat Co., Limited	100 shares	\$10	all	\$3, buyers
RUBBER—				
Para Rubber in London	Daily Wire			4/10 1/2 per lb., quiet
Leans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
VERNON & SYMTH, Share Brokers				
FORTHCOMING EVENTS.				
Tuesday, 16th July—				
4.30 P.M.—Lady May's first "At Home,"				
Mountain Lodge.				
Friday, 19th July—				
9 P.M.—Bundmann Opera Co. at the Theatre				
Royal.				
Tuesday, 23rd July—				
5.30 P.M.—Lecture on Christian Science at				
the Theatre Royal.				
Wednesday, 24th July—				
12.30 P.M.—The Star Ferry Co., Ltd.,				
Extraordinary General Meeting.				
Tuesday, 6th August—				
Noon—Hongkong, Canton and Macao Steam-				
boat Co., Ltd., Ninety-Second Ordinary				
Half-Yearly Meeting.				
NOTICE TO KOWLOON RESIDENTS				
EXTRA COPIES of Daily Press are on				
Sale daily at the following Stores:—				
KOWLOON BOOK STALL, Ferry Wharf				
Messrs HUNG CHEONG, Haiphong Road				

THE CIGARETTES OF DISTINCTION.

Egyptian Cigarette Stakes

4-20 BOUTON ROUGE 1
2-80 FELUCCA - 2
2-50 NILOMETER - 3

ALSO STARTED 12 OTHERS
(Figures preceding names indicate price per 100.)

The Racing Man's SPECIAL

BOUTON ROUGE
FELUCCA AND
NILOMETER
Egyptian Cigarettes

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throughout the World.
BRITISH AMERICAN TOBACCO CO., LTD.
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LADIES' "SPECIALS" Mouthpiece Cigarette.

OBTAINABLE EVERYWHERE \$2.20 per 100.

TELEGRAM

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for Milk."



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CONDENSED MILK.
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

The Famous "D.C.L." GINS.

"OLD TOM" and "DRY."
UNEXCELLED IN QUALITY.

"D.C.L." GINS MAKE THE BEST COCKTAILS.

The following Recipes are recommended:

D.C.L. Dry Cocktail 3/5 D.C.L. Dry Gin, 2/5 French Vermouth,
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and Ice.

D.C.L. Old Tom Cocktail 1/2 D.C.L. Old Tom,
1/2 Italian Vermouth,
1/2 French Vermouth, a dash of Peppermint
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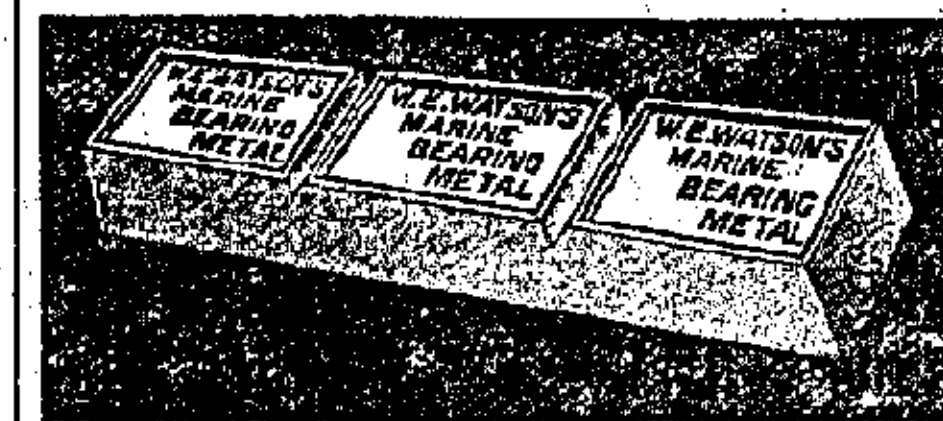
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"MARINE BEARING"

FOR LINING BEARINGS

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FRICTIONAL PARTS OF MACHINERY.

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